

## BRITISH ADMIRAL LOST IN BATTLE.



Rear Admiral H. A. Hood.

Rear Admiral Horace Lambert Alexander Hood, second in command of the British fleet, who went down with the Invincible in the fight off Denmark. Four years ago he married Mrs. Edith Nicholson, widow of George Nicholson, of Boston, in Burlington, Iowa.

til the vessel foundered, when they left in a lifeboat. Later they were picked up by a Dutch trawler.

Many Warships Were Blazing. Members of the Dutch crew said that when the Elbing sank the sea was covered with drifting wood and dead bodies were floating around. The sailors saw a German warship in a sinking condition and a complement of 961 men.

The Copenhagen correspondent of the Exchange Telegraph Company sends word that fishermen who arrived last night at Esbjerg, Denmark, reported they had seen outside Hlaavandslek several hundred bodies of British and German sailors. On the water were large quantities of oil, apparently from submarines.

The battleship Westfalen, which Berlin now admits was lost, displaced 18,602 tons. She was 451 feet long, 88 feet beam and 26 feet deep. She carried a complement of 1,000 men. The Westfalen was equipped with twelve 11-inch guns, twelve 5.9-inch guns and a number of pieces of smaller calibre. She was also fitted with six 18-inch torpedo tubes.

She was of the Nassau type, was built at Bremen in 1909, and cost approximately \$10,000,000. The captain, William Hall, chief of the Intelligence Division of the Admiralty, announced today: "The German report of the loss of the Marlbrough and Warspite is absolutely untrue. Both of these dreadnoughts are safe in harbor. "The German report that the entire British fleet was engaged is equally untrue. A portion of the British fleet, much inferior to the total British fleet of the Germans, engaged that fleet and drove it back into its harbor. The British control the North Sea."

The feelings of the public were considerably aroused by the fact that the Germans had succeeded, as they naturally aimed at doing, in engaging a section of the British fleet and handling it severely before the main British fleet came on the scene, and in this connection the Admiralty is criticized in some quarters for allowing a portion of the fleet to get so far from the main body.

## Two British Admirals Go Down with 6,000 of Warship Crews

Two British admirals and practically the entire personnel of the British ships sunk were lost with the vessels. Rear Admiral Horace Hood went down on the Invincible, on which Rear Admiral Arbuthnot also was lost. Vice-Admiral Beatty escaped without injury.

The latter, reporting on the death of Rear Admiral Horace Hood, who was flying his flag from the Invincible as second in command of the British battle cruiser squadron, said:

"Hood led the division into action with the most inspiring courage." Rear Admiral Hood married Mrs. Nicholson, an American.

Vice-Admiral Beatty also reported with extreme regret the deaths of Captain Somerville, of the Indefatigable, at one time naval attaché at the British Embassy in Washington; Captain Cay, of the battle cruiser Invincible; and Captain Prowse, of the battle cruiser Queen Mary.

The entire loss in men is put at 6,000. Four Saved from Queen Mary.

The Admiralty reports four midshipmen were saved from the Queen Mary. Commander Danneberg and one other officer were rescued from the Invincible. All other officers aboard these battle-cruisers and all officers on the Indefatigable, Defence and Black Prince were lost.

The greatest regret is felt here over the loss of the battle-cruiser Queen Mary, which was one of the show ships of the navy. She was only completed at Dartmouth in 1915. Her crew alone was composed of about 1,000 men. The other cruisers were older vessels.

Wounded men from the battle reached London this morning. They were quickly removed to hospitals or their homes by Red Cross ambulances, which were on hand to meet them.

The public was strictly prohibited from talking to the men, but crowds assembled outside the barriers at the railway stations, cheering them. Some

"If we are to reckon the result of the action in comparative losses we may say that the British losses were greater than the German, but that in other respects the losses on either side are about even. The result of a general engagement is to be estimated not in comparative losses, but in the ultimate issue, which was the speedy retreat into harbor of the German fleet. The British fleet, despite its losses in brave men and fine ships, remained at sea, victorious."

"There is another point. It is that by the admirable strategic dispositions of Jellicoe and his prompt, decisive action the German fleet was caught, held and beaten close to the German coast long before it could approach British shores."

V-28 was sunk during the naval engagement. Three survivors who were rescued from a raft by a Swedish steamship reported that all the rest of the crew were lost.

The survivors of the V-28, according to this dispatch, said they believed twenty German torpedo boats were destroyed, and that the German losses as a whole were "colossal."

Details of the sinking of the German cruiser Elbing were learned at Ymuiden today from Dutch crews, German sailors and the Dutch military commander of Ymuiden, who spoke to three of the German cruiser's officers.

The Elbing, according to these reports, was a new and fast cruiser of 4,500 or 5,000 tons, carried a crew of 450. The British gunners caused such destruction on the ship that Captain Madling, who was among the three officers saved, decided to have the valves opened and to allow the vessel to sink.

Before the Elbing went down the bulk of the crew was taken over by a German torpedo boat, but doubts may be expressed as to whether the sailors arrived safely at Wilhelmshaven. Twenty-one men remained on board un-

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## NEED OF AIRSHIPS SEEN BY DANIELS

Will Call Board of Experts to Determine Type of American Navy.

## TURN OF SEA FIGHT DUE TO ZEPPELINS

Tiltman Will Urge Inclusion of Two Dreadnoughts in Naval Bill.

(From The Tribune Bureau.)

Washington, June 3.—Naval officers were unanimous today that the North Sea battle had demonstrated clearly the immediate need of Zepplins for the United States Navy. Their insistence on this lesson induced Secretary Daniels to order the collection of all data available and caused Senator Tillman to announce that the Senate Committee on Naval Affairs probably would order hearings on the question.

Secretary Daniels even intimated that he might send an emergency recommendation to Congress asking that a substantial appropriation for dirigibles of the Zepplin type be added to the naval bill, which has passed the House and which is now before the Senate.

"It looks as if the eyes of the Secretary Daniels would be in the air," Secretary Daniels said. "Whether we need Zepplins or some other type of aircraft is a question for experts. We are getting all the data we can, and we expect the reports of our attaches abroad will help us enormously in deciding."

Tiltman to Urge New Ships.

Chairman Tillman of the Senate Naval Committee announced today that he would lead a fight in the Senate to change the naval appropriation bill so as to provide for six battle-cruisers and two dreadnoughts, instead of five battle-cruisers and no battle-ships, as in the bill passed by the House yesterday.

Senator Tillman explained that his action was not based on the naval engagement in the North Sea, because he had not received sufficient data to pick out lessons it would teach.

"But my mind is made up this far," said he: "I believe the House bill should be materially enlarged, and I believe the Senate is of the same opinion. I am in favor of six battle-cruisers and two dreadnoughts."

Dreadnought Still Dominant.

Naval officers said there were two lessons to be drawn from the great battle. The first is that a fleet is helpless against even an inferior force that is better equipped for reconnaissance.

The second is that the dreadnought is still mistress of the seas. These officers are agreed that the details thus far received of the battle point to the superior scouting ability of the German fleet through its Zepplins as a factor which helped to inflict heavy losses upon the British.

The Secretary planned to call a conference of aviation officials of the department immediately to consider ways and means of speeding up aircraft development generally. It has not been lack of funds, the Secretary said, but failure to find suitable motors for aerial work and flying boats of satisfactory range and power which has held back developments of the navy's air fleet.

Mr. Daniels approved the provision of the House naval bill giving a blanket appropriation of more than \$3,000,000 for aviation without endeavoring to specify the numbers or types of aircraft to be acquired.

A monster aeroplane, designed by naval constructors, is now being built at the navy yard here, and Secretary Daniels indicated he believed it would be necessary to go more heavily into experimental construction of aircraft of all types if adequate development is to follow.

The Zepplin problem will be a hard nut to crack, navy officers say. They have information that the British have been bending every effort to the proving of an air fleet to meet the German battle craft of the air on equal terms, but thus far have not succeeded

in constructing a single dirigible that has proved satisfactory.

The Navy Department has had a somewhat similar experience. One small, low power, semi-rigid dirigible has been constructed for use by private manufacturers, and it is expected to reach the aviation station at Pensacola, Fla., this month. A hydrogen plant for charging its gas bags already has been installed, and a floating hangar in which it will be housed is being towed to Pensacola.

It was learned today that airship builders have frankly confessed to navy officials that they are working entirely in the dark in building this type of machine. They have to blaze the way from the start, as no information as to German construction has been available. Officers do not expect great results from the first Zepplin for the navy. It will have a very limited cruising radius, it is understood, and probably lack speed, but it will be a beginning of the task which officers say must be undertaken, in the light of the North Sea fight.

their fastest and strongest armed units. They also attacked continuously during the night by sudden dashes of their torpedo flotillas.

"That the Germans' torpedo defenses worked splendidly is shown by the heavy losses incurred by the British flotillas," said Captain von Kuhl Jetter, writing in the "Lokal Anzeiger," estimates the total German losses at 23,000 tons and the British losses at 13,000 tons, with the loss in big ships at 13,000 tons for the Germans and 102,000 for the British.

"Great Britain, since the beginning of the war," says Captain Jetter, "has used her older vessels and the distant theater of the war and has also lost a number of them. This permits the conclusion that the home fleet was composed of only the latest and best ships. The German sailors never have underestimated the British fleet, but have considered it the best of all except the German. To-day we know that we can leave herself to be ruler of the seas."

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"The news of the splendid success of our high sea fleet will cause great enthusiasm everywhere that German hearts beat. At the first encounter between the main British battle fleet and our sea forces, an encounter until now carefully avoided by the British, we have carried the day, although the enemy was able to enter the battle with strong superiority in ships. The extraordinarily heavy losses inflicted on the enemy include a number of his most formidable and newest warships, which now lie at the bottom of the sea. Our fleet naturally also suffered losses, but they are insignificant compared with the weakening of the British forces."

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## TWO ZEPPELINS REPORTED LOST

Danish Fishermen Say the Dirigibles Were Destroyed in Sea Fight.

## QUEEN MARY SUNK BY BOMB, RUMOR

London Scoffs at Idea, However, Believing Airships Were Useless in Battle.

(Via London, June 3).—Two Zepplin dirigibles are reported by fishermen returning to port to-day to have been destroyed. Of one ship all the members of the crew are said to have perished.

The "Avis Larmvig" states that fishermen report "that yesterday they saw a Zepplin in flames as the result of gunfire, and that the air vessel was destroyed at a point forty miles off the Thyboroen Canal. The fishermen say the entire crew perished."

The "Ekstrabladet" says that fishermen arriving at Ringkjobing yesterday saw another Zepplin destroyed yesterday some miles from these waters.

A fishing cutter to-day brought into Esbjerg fourteen empty torpedo tubes.

London, June 3.—The British fleet saw only one Zepplin during the engagement, and it was fired on so heavily that it retired from action quickly, having been damaged badly.

The opinion was expressed at the Admiralty to-day that the theory that Zepplins would be a great aid to the German fleet certainly was not borne out by Wednesday's battle.

Accounts as to the part played by the Zepplins differ widely. One rumor is that the Queen Mary was sunk by a bomb dropped from a dirigible, but this report, in view of the opinion expressed at the Admiralty, probably is without foundation.

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## GUNS AND U-BOATS WON GERMAN VICTORY

Geneva, June 3.—According to news received in Switzerland from German sources, whatever advantage Germany secured in the naval battle was due to two principal facts:

First, that the German new 28-centimetre guns outclassed the English 40-centimetre guns in a running fight, and second, that German submarines, in attacking the larger ships, were of great assistance.

their fastest and strongest armed units. They also attacked continuously during the night by sudden dashes of their torpedo flotillas.

"That the Germans' torpedo defenses worked splendidly is shown by the heavy losses incurred by the British flotillas," said Captain von Kuhl Jetter, writing in the "Lokal Anzeiger," estimates the total German losses at 23,000 tons and the British losses at 13,000 tons, with the loss in big ships at 13,000 tons for the Germans and 102,000 for the British.

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